

INFORMATION REPORT INFORMATION REPORT

CENTRAL INTELLIGENCE AGENCY

This material contains information affecting the National Defense of the United States within the meaning of the Espionage Laws, Title 18, U.S.C. Secs. 793 and 794, the transmission or revelation of which in any manner to an unauthorized person is prohibited by law.

S-E-C-R-E-T

50X1-HUM

COUNTRY USSR (Moscow Oblast)

REPORT

SUBJECT Training at Moscow Aviation Plant

DATE DISTR.

8 March 1960

NO. PAGES

1

REFERENCES

RD

DATE OF
INFO.

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PLACE &
DATE ACQ.

50X1-HUM

SOURCE EVALUATIONS ARE DEFINITIVE. APPRAISAL OF CONTENT IS TENTATIVE.

A brief report on the location, layout, and probable production at Moscow Aviation Plant 116 (or 118)

this plant was engaged in experimental jet engine production and it assembled and tested jet engines which were subsequently mass produced in other plants.

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Washington distribution indicated by "X"; Field distribution by "#".

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REPORT

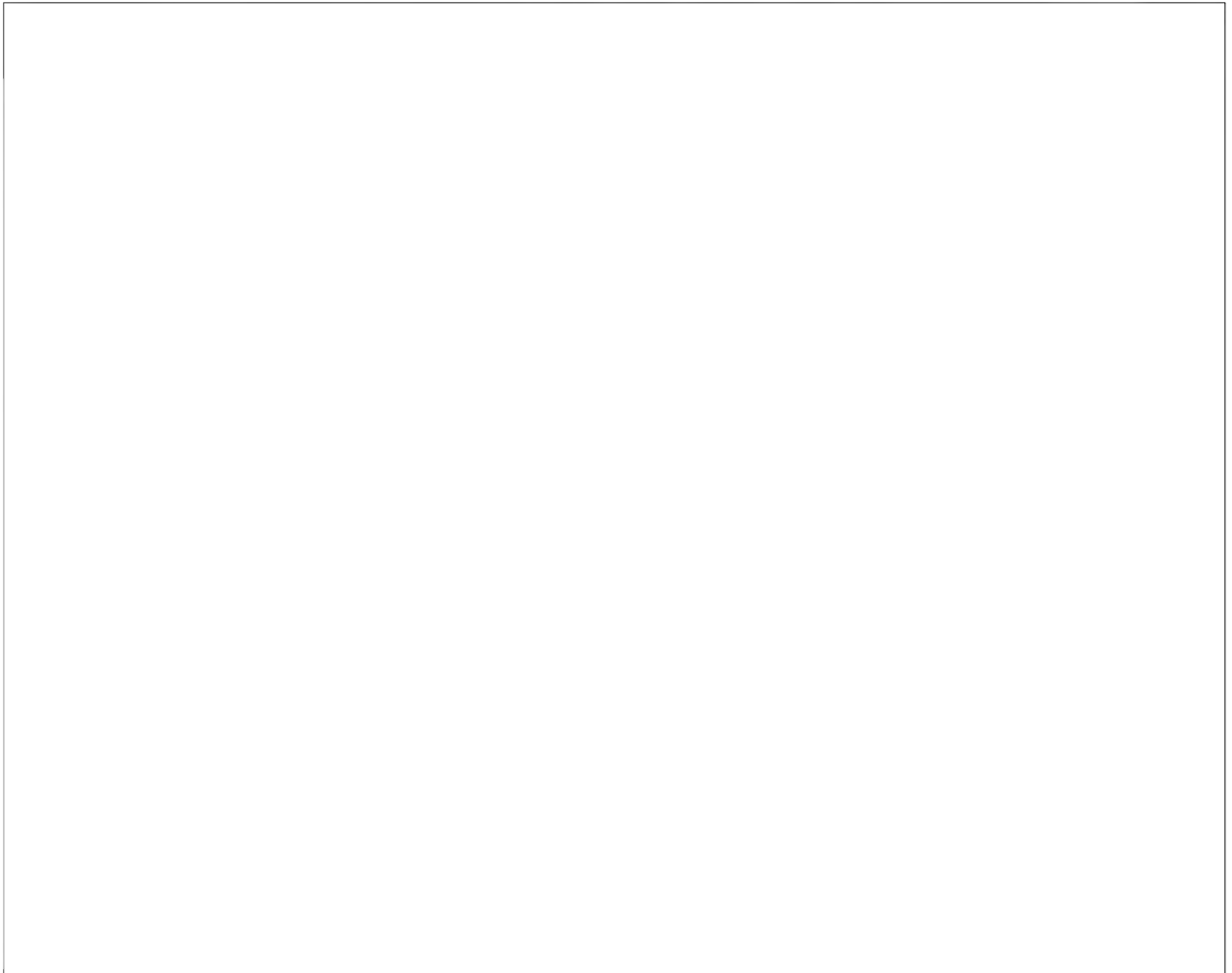
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COUNTRY: USSR

SUBJECT: Aviation factory 116 (or 118) MOSCOW

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14th December, 1959.

U. S. S. R.

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AIR/SCIENTIFIC/ECONOMICAviation Factory 116 (or 118) MoscowName, Location and Control

the Agricultural Exhibition over a railway line near Malenkovskaya station. About 500 m. short of the Exhibition, there was a turning to the right and about 250 m. along this narrow, rough road, lay the aviation plant. 50X1-HUM

2. the factory number was 116, but could be 118.

Factory Lay-out and Shops

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4. The lay-out of the factory is shown on the plan at Appendix B.

various workshops

(a) Foundry (No. 5 on Appendix B.), which measured approximately 30 x 20 m.

(b) Machine shop (No. 12 on Appendix B.), which measured about 50 x 100 m. and contained many lathes and other unspecified machinery.

(c) Assembly shop (No. 11 on Appendix B.), which measured about 50 x 70 m., where large axial flow engines were being assembled in July and August, 1956.

(d) An unknown shop (No. 9 on Appendix B.)

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Production

5. this plant was engaged in experimental jet engine production and it assembled and tested jet engines, which were subsequently mass produced in other plants. no production

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lines such as those at No. 45 aviation plant and there was a continual noise of engines being tested.

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6. The engines [] at this plant were extremely long and of the axial flow type (see sketch at Appendix C). [] distance between the turbine and the tail end of the complete unit [] was about 8.5 m. There was a large several stage compressor at the front []

[] the distance between the compressor and the turbine was about 2 m. The turbine had a single row of blades, each about 20 cms. long. The three external cylindrical jacks were operated by a red fluid and were situated about 30 cms. from the end of the tail unit, each jack measuring about 30 cms. long and 10 cms. in diameter. They were tested on the unit in the Assembly shop to check that they operated the opening and closing mechanism of the rear doors satisfactorily.

7. Tests were also carried out in the Assembly shop on the circular tube with flame holes by supplying fuel under pressure and igniting it. Flame from the holes emerged in an upstream direction and a sheet of flame came out of the rear end. []

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8. [] a powerful spark was emitted at the point of the cone. []

Testing and Test Shops

10. Engine test beds were situated at No. 6 on Appendix B., each being about 20 x 7 m. The observation cabins which had thick walls and one large inspection window each facing the corresponding test bed, were situated at No. 7, while at No. 8 there was a store containing unspecified testing equipment.

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11. The workers who tested the engines at the beds wore leather jackets and trousers. [] the test noises [] were "tremendous" and so unpleasant []

[] On the wall at the back of each test bed there was a metal deflector, which took the flame and smoke up and out of the building.

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Labour

12. Three shifts were employed in the Assembly shop, each consisting of between

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50 and 70 workers. [REDACTED]

Security

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13. The guards at the plant, both male and female, belonged to the factory personnel and were not military. They wore green shirts, khaki trousers, and carried pistols.

14. At points Nos. 10 and 14 on Appendix B. there was always a guard on duty to ensure that no [REDACTED] person entered the Test beds and assembly shop. 50X1-HUM

Relations with other Factories

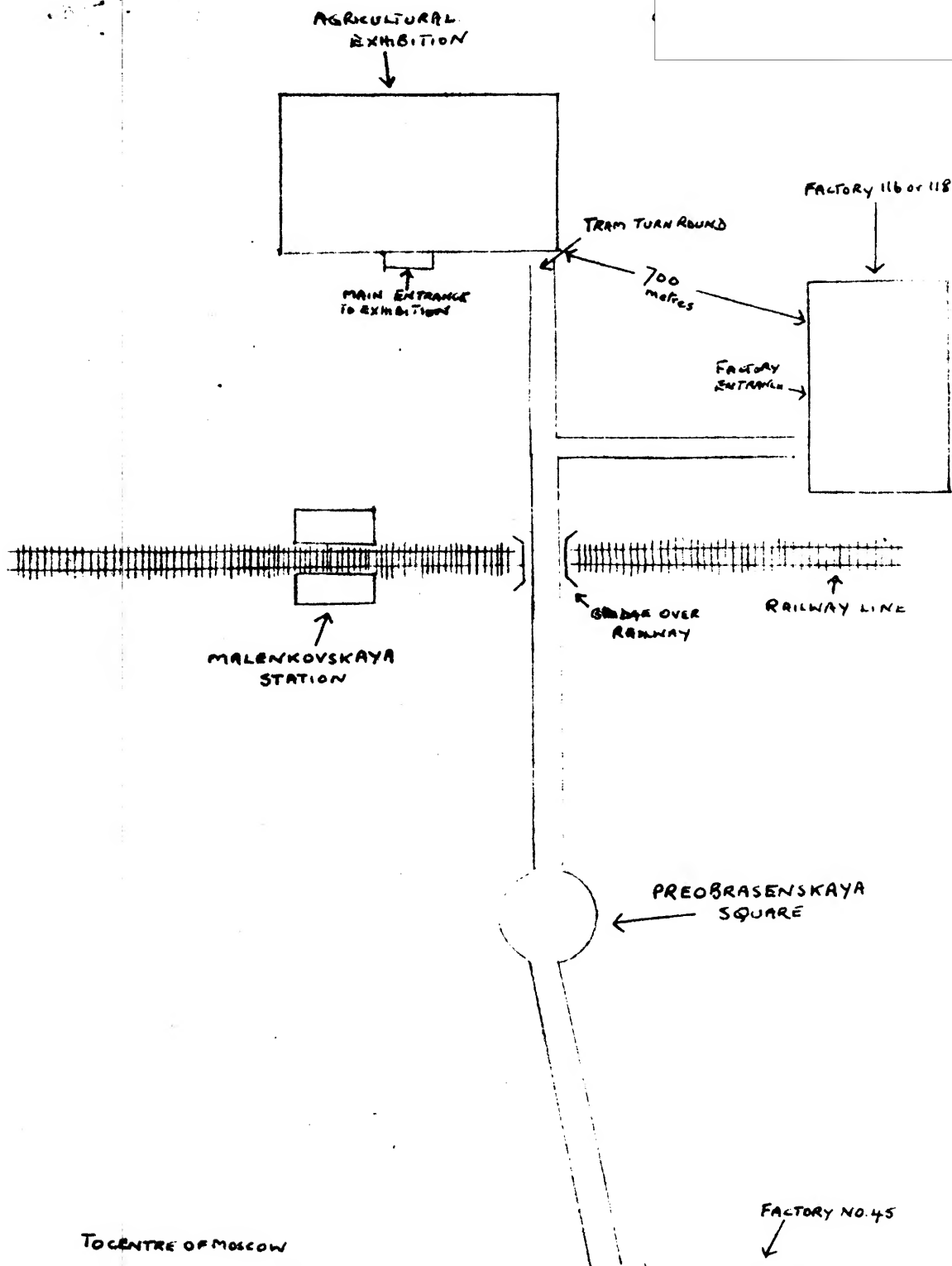
16. This aviation plant was associated with No. 15 plant in that the latter used to send groups of about 6 workers to plant No. 116 or 118 for short courses, usually every month. The workers selected were told that they were going to see the assembly of jet engines in order to improve their knowledge and experience. 50X1-HUM

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Appendix A.

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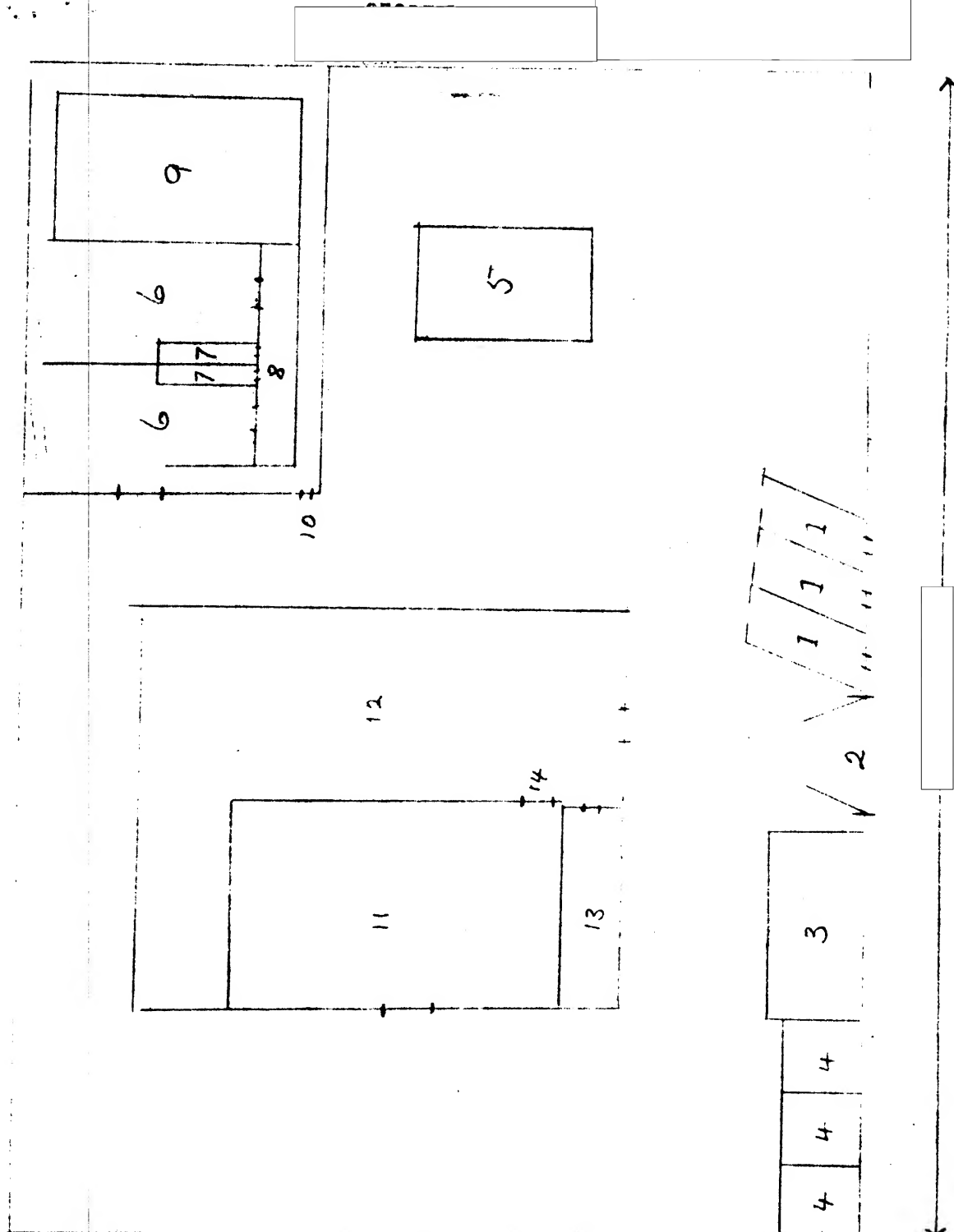
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KEY TO APPENDIX B.

1. Personnel Entrance
2. Vehicle Entrance
3. Guardroom
4. Store containing metal
5. Foundry
6. Engine Test beds
7. Observation cabins
8. Test bed equipment store
9. Unknown shop
10. Check point
11. Assembly shop
12. Machine shop
13. Director's office, which source never entered
14. Check point

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